

LUXURY WITHOUT COMPROMISE

# Robb Report

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# Making Waves

Five of the season's most interesting launches were put through their paces in the Med—with each yacht bringing something new to the water.



**T**est-driving a car is one thing, but finding the right watercraft is altogether more challenging. This cheat sheet is here to help, the result of first runs on a handful of new releases ranging from Dominator's 35-foot Midi Ilumen M35 to the 171-foot Baglietto T52. Each was selected not just for being new to market but also for helping to advance the industry in some description, whether through cutting-edge propulsion, more-efficient hull shapes, or forward-looking interior design. Anchors aweigh. **Michael Verdon**

## **Baglietto T52**

After stepping aboard Baglietto's newest T52 at its yard in La Spezia, Italy, we were instantly taken with the 1,400-square-foot flybridge, reportedly the largest on any 171-footer, connected to the foredeck lounge via a retractable staircase. Also noteworthy: five generously sized social areas across the exterior of the Francesco Paszkowski design. Codesigner Margherita Casprini's vision for the interior, meanwhile, matches dark-oak floors with a single wood and stone—teak and Botticino marble—for a pared-back

aesthetic that's highlighted by stainless-steel accents and custom furniture.

At sea, the model is distinguished by Baglietto's first hybrid propulsion system. The boat cruises the harbor at 10 knots with neither generator noise nor engine vibration, though the T52 can transition to full diesel at any time. The two MTU 16V2 engines deliver a 17-knot top speed with a range of about 2,000 nautical miles, but in electric-diesel mode the range extends to 5,500 nautical miles. The T52 can also stay in electric mode at anchor, powering the house systems at 23 kWh for 10 hours. **Julia Zaltzman**



### Dominator Midi Ilumen M35

British poet Lord Byron famously declared Montenegro's fjord-like Bay of Kotor to be the world's "most beautiful encounter between land and the sea"—an idyllic (and ideal) testing ground for Dominator's new \$1.3 million Midi Ilumen M35, which the Italian yard designed as a petite doppelgänger for a client's 90-foot Ilumen 28M. Its billing as a 35-foot "mini-superyacht" sounds pretentious, but the details demonstrate a yacht-like quality: hand-laid teak

decks with splashes of mirror-polished stainless steel and a chic reverse-angle windshield.

Likewise, inside the cabin are Astana Gray-marble surfaces and hand-stitched Alcantara bulkheads. But the M35 jettisons any superyacht comparison with its 43 mph top speed, thanks to twin 300 hp Volvo D4 turbo diesels that also propel it to a range of 300 nautical miles at 25 mph. The M35 handles well in moderate seas, the turning precise if a bit light. In all, this Midi is correct to consider itself a maxi. **Howard Walker**



### Riva 82 Diva

It's hard to beat running a Riva throttle-down along the French Riviera, which is how we experienced the 82-foot Diva. The model delivers on the brand's promise of a muscular profile along with a sporty ride—31 mph, with the upgraded 1,900 hp MAN V12s and full load of fuel. (With a light load, it tops out at 35.7 mph.) Despite displacing 85.4 tons, the Diva handles like a day boat, conveying an unmistakable joie de vivre to the upper helm during hard-over turns.

High-gloss Italian wenge gives the interior a contemporary sophistication, but it's anything but conventional. A mirrored hallway between the staterooms not only enhances natural light but also imparts a playful, fun-house sensibility, and the exterior is all about open space: Foldout platforms widen the stern by 10 feet, while the 430-square-foot flybridge is the largest in its class. There's even a lounge on the foredeck, which is where we happily retire after finally ceding the helm. **Kevin Koenig**



### 80 Sunreef Power Eco

A legitimate breakthrough in all-electric motoryacht design, the 80 Sunreef Power Eco's 80-foot by 39-foot dimensions create an airy interior with the usable space of many 100-foot models. Instead of needing to plug in somewhere to recharge, the 80 Eco relies on thin shock-resistant solar panels within the hulls, superstructure, and hardtop—anywhere absorbing sunlight—that replenish the 330 kWh battery banks connected to twin 180 kw motors. The four-cabin cat also has a smart energy-

management system to monitor features such as its low-draw air-conditioning.

On the water, it's pleasant, silent, and slow. At 8 knots, it can run for eight hours, with a range of 64 nautical miles. The top end is 12 knots, though Sunreef was cagey about how long a charge lasts at that speed. "In electric, it's less about knots and more about watts," says the captain. For those with range anxiety, Sunreef recently announced the new 77-foot Ultima, a sleeker design with diesel-electric propulsion. **J.J.**



### Wallywhy150

Wally powerboats tend to be svelte sea creatures, known for their performance and futuristic appearance. The new Wallywhy150 veers sharply from that mold, at least aesthetically, with its extremely wide body. Yet it still manages to reach a top end of 22 knots, laudable for a 79-footer displacing 93.6 tons at a light load.

During our sea trial off the coast of Venice, Italy, two impressions resounded. First, the unusually quiet navigation,

even in the aft salon, positioned in proximity to the three Volvo IPS 1350 engines. Second, the innovation of the interior, which features a main suite in the bow with 270-degree wraparound windows. As for the exterior, it's defined by large spaces for socializing and water sports, including a drop-down transom. In fact, the boat is designed to replicate the experience of a seaside villa, a sensation subtly aided by Humphree stabilizers and a Seakeeper 26 gyro for balance. **Giacomo Barbaro** ●

BAGLIETTO 152; M. PARADISI; 80 SUNREEF POWER ECO; RICHARD TARANTO; WALLYWHY150; GILLES MARTIN-RAGET.